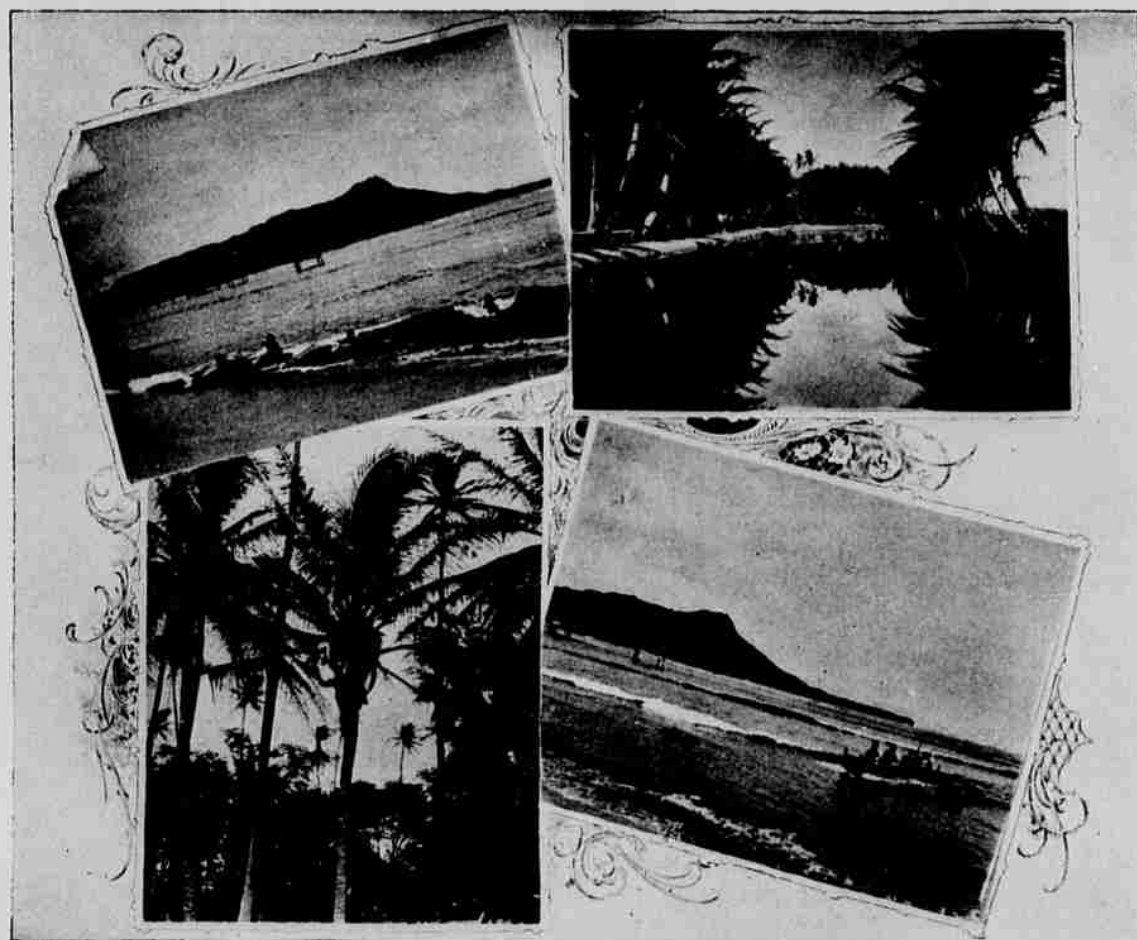


THE JUDICIARY BUILDING.



SCENES AT WAIKIKI.

Honolulu's beautiful suburb by the sea.

Growth of Honolulu.

James Creelman, the world-renowned war correspondent, while standing on Punchbowl heights a few months ago said: "I have visited nearly every tropical city in the world but this is the most romantic and beautiful of them all. Furthermore, it is the only one I have seen that is clean—even approaching cleanliness. If the United States continues to annex such possessions as this every American ought to have a 'swelled head.'" Mr. Creelman's compliment is deserved and highly appreciated.

Honolulu has passed through many stages of development. The first commercial activity in Hawaii was the sandal-wood period and trade with China. After the sandal-wood trees died out the whaling period made business lively until the whaling fleet was destroyed during the civil war.

In the early sixties the manufacture of sugar, even in its crude state became a factor in the commercial history of the islands. But it was not until the reciprocity treaty went into effect in 1876 that the sugar industry began to boom.

During the ten years that followed Mr. Claus Spreckels, through Irwin & Co., became the greatest factor in the development of the Sugar industry. The revolutionary period from 1887 to 1894 put a stop to the rapid development of this the most fertile spot on earth. But even during this period commercial activity did not cease. The methods of sugar manufacture were constantly improved so that to-day even with more expensive labor Hawaii can produce sugar cheaper than any other sugar district in the world.

The fourth industrial period in Hawaii may be said to date from the rise of Mr. B. F. Dillingham as a great promoter of new enterprises. His first effort was constructing the Oahu Railway and promotion of the Ewa plantation. The Oahu Railway in five years with the assistance of irrigation has turned a desert waste into highly cultivated fields of sugar-cane with great sugar factories of the most modern type. In his railway enterprise Mr. Dillingham was assisted by the government, but the enterprise does not owe the people anything, for, in the few years that the road has been in operation the increased valuation of the property along the line (70 miles) has returned in taxes more than the government subsidy.

The story of Mr. Dillingham's trials and tribulations preceding his successes will probably never be told. He began as early as 1885 to agitate the Oahu Railway enterprise and the irrigation, of the then, desert wastes between Honolulu and the Waianae mountains, by pumping to higher levels from the sea-shore, where fresh water made large out-croppings. His project in those days was practically laughed at by local capitalists and he met with the fate of all genius—that of being considered a crank. But this is the fate of genius whether in literature, art, music or finance. Yet, genius ever perseveres against all obstacles until its object is attained. So it was with Mr. Dillingham.

Finding that he could not float his scheme here he went to England and received great encouragement from people in the highest financial circles. But here again he met with misfortune.

The revolutionary period in Hawaii had begun and the rumors of an unstable government gave him another set back. It was some five years later, that, through the strength of his forcible personality and tensivity of purpose, he then com-